

The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

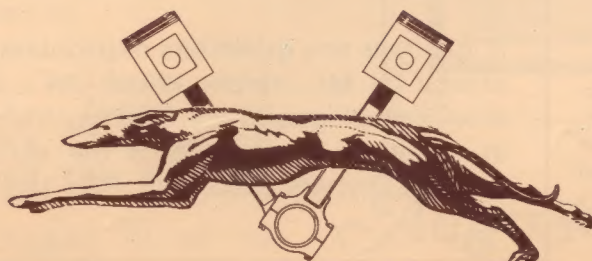


VOLUME 22 NO. 3

MAY-JUNE 1983



Henry Harper's 1926 Lincoln Town Car Locke Body



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

821 W. Chicago St.

Algonquin, Il. 60102

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, Il. 60102. Second class postage paid at Algonquin, Il. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

EDITOR

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Special Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Index for 1924-1935 Service Bulletin	2.00
4. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
5. L Lincoln Shop Manual	20.00
6. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
7. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

LINCOLN OWNERS CLUB

National Meet 1983

Pittsburgh, PA

Discover Pittsburgh by Riverboat

THE GATEWAY CLIPPER FLEET

If You've never seen Pittsburgh this way, from the deck of one of her charming Riverboats, well ... you just haven't seen Pittsburgh.

Beautifully situated at the confluence of three great rivers, below Mt. Washington, this is a city that can be comfortably toured by water.

You'll see landmarks mingling with skyscrapers.

You'll see history preserved. And history in the making.

You'll marvel at the great size and number of bridges and tunnels, extraordinary feats of engineering that link Pittsburgh with its suburbs beyond the surrounding hills.

The Gateway Clipper Fleet is standing by to offer you a wide variety of entertaining, educational

cruises that are the ultimate in sightseeing and leisurely recreation.

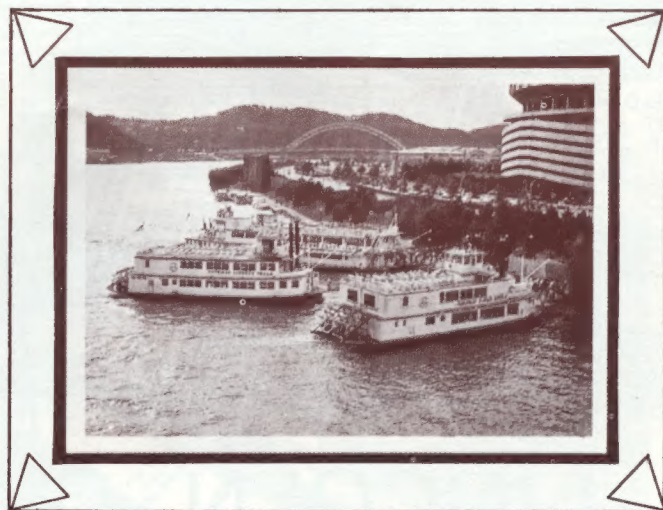
There are narrated cruises on which the Captain relates interesting tales of this great city, and calls your attention to the many points of current and historic interest.

There are dinner cruises and dance cruises for an unforgettable evening out that is wonderfully, uniquely Pittsburgh.

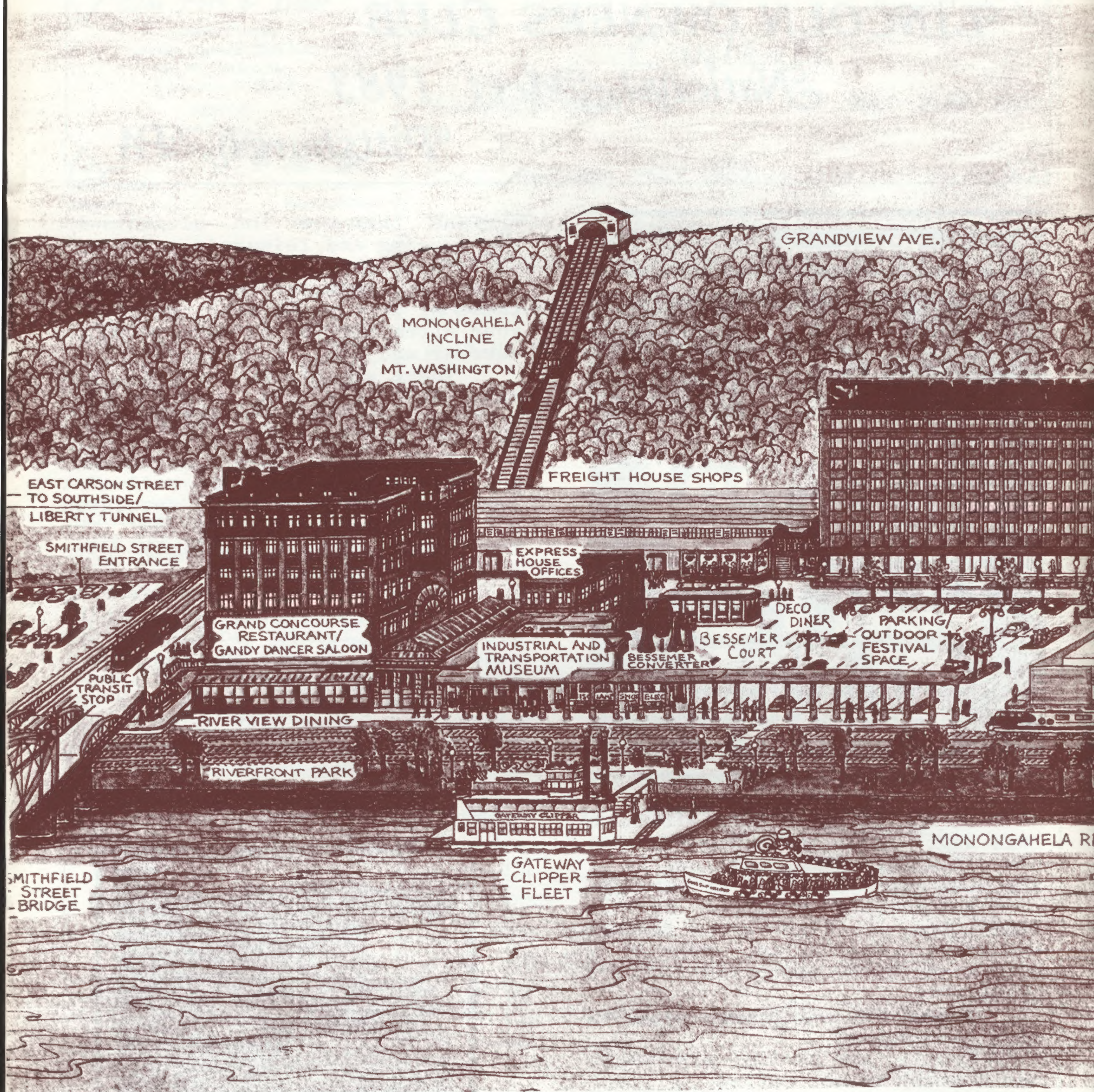
It's quite a trip. Picture yourself leaning on the rail of a luxuriously decorated and appointed Riverboat surrounded by all the traditional decor of early Mississippi River Days.

In the glass-enclosed, "floating ball-room" Passengers are raising after-dinner toasts to a marvelous ship - board dinner as the ship's musicians begin to play.

All the while, the sights and scenes of a great city glide by, as your Riverboat magic carpet sails on.

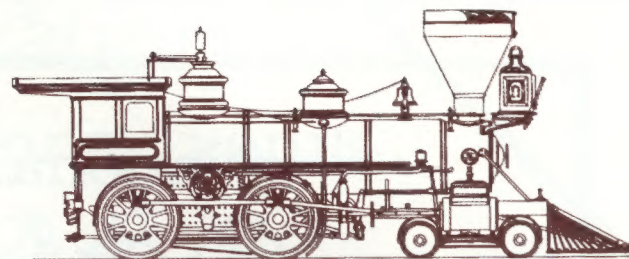
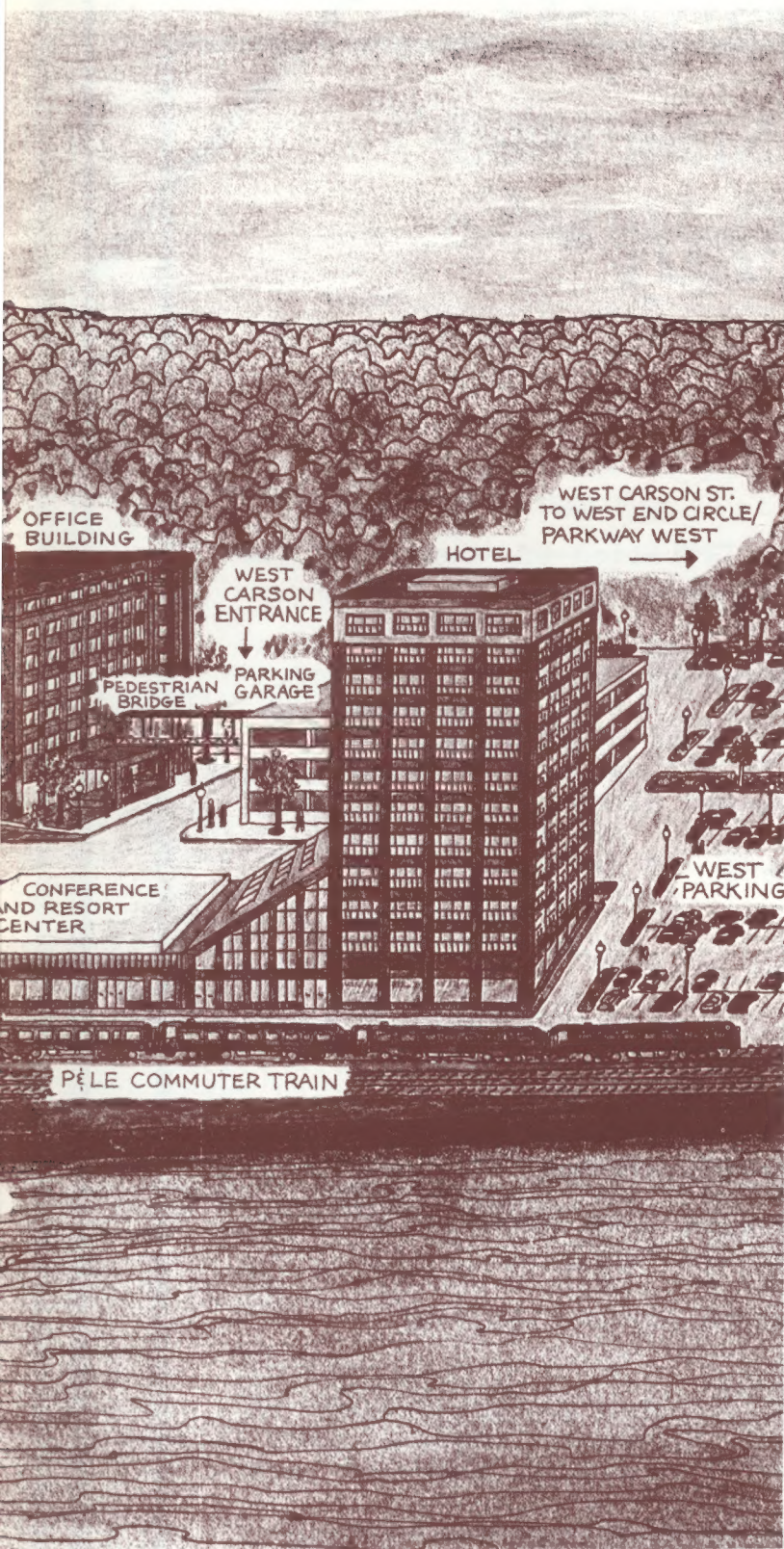


August 26 & 27, 1983



LINCOLN OWNERS' CLUB





•STATION SQUARE.

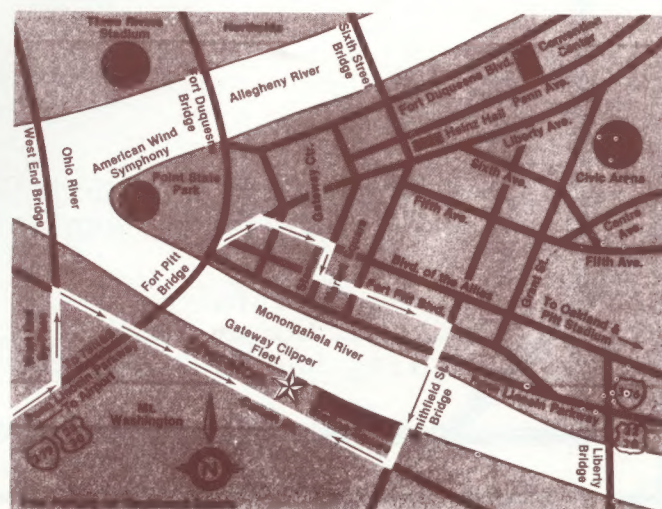
Station Square: eight restaurants, an enclosed mall of fine specialty shops, luxury offices, a resort-conference motor inn, handsome landscaping, an outdoor museum, a riverfront marina, tour boats and ample parking.

Located on forty acres along Monongahela River across from downtown Pittsburgh, Station Square combines renovation new construction to create an urban environment unequaled in the United States.

Station Square is a place to enjoy the unique and the unusual, the new and the old. It's the place where you find the best food in town or buy a trend-setting new outfit with all the accessories. If you're a railroad buff, Station Square offers a display of antique railroad cars. You can enjoy weekends of cultural tours, sports events dining and shopping. You can even sit by the river and watch the barges glide by along the busiest inland port in the nation. If architecture and engineering excite you, then a walk through the complex provides endless discovery.

Visit Station Square; you'll agree it's an extraordinary place.

The Sheraton Motor Inn



National Meet 1983
Pittsburgh, PA

National Meet 1983

Itinerary

August 26th

Friday

9:30 - 11:30 A.M.

Registration and Swap Meet The Sheraton At Straton Square.

1:00 - 4:00 P.M.

Board bus for tour of Stern's Motor Museum & Restorations.

7:00 - 10:00 P.M.

Captians cruise aboard one of The Gateway Clipper Fleet, buffet dinner, entertainment.

NOTE: Be at boat at 6:30 P.M.
SHIP DOES NOT WAIT !!!!

August 27th

Saturday

1:00 P.M.

Line up at parking lot for drive to show area (private residence, approx. 4 mi.). We will park cars by year Please park where you will be directed.

2:00 P.M.

Start Lincoln Judging

NOTE: (Possible) Show will be held on ground level of Sheraton Hotel Parking Garage in event of rain.

7:00 P.M.

Cocktails, cash bar -Topeka Room- Sheraton Hotel.

8:00 P.M.

Banquet & Awards presentation
-Atchison Room- Sheraton Hotel.

Registration

Pittsburgh, Pennsylvania

August 26 & 27, 1983

Name _____
 Address _____
 City _____ State _____ Zip _____
 Name attending with you _____

 Lincoln 1921 to 1940. Year _____
 Model _____ Body _____ Body Builder _____
 Auto Ins. Co. _____ Policy No. _____

	HOW MANY	TOTAL
<u>FAMILY REGISTRATION FEE</u> Covers cost of printing postage, plaques, awards.	<u>1</u>	<u>\$ 15.00</u>
<u>FRIDAY AFTERNOON AUGUST 26</u> Chartered bus ride from Sheraton to Stern's Motor Museum & Restoration in Irwin & back to Pittsburgh.	\$ 3.00 per person _____	_____
<u>FRIDAY EVENING AUGUST 26</u> Captains cruise & dinner buffet with entertainment (cash bar).	\$16.95 per person _____	_____
<u>SATURDAY EVENING AUGUST 27</u> Banquet Dinner *CHOICE OF:*	\$21.00 per person _____	_____
Baked Stuffed Flounder with crabmeat. or Broiled Filet Mignon, Sauteed Mushrooms. (cash bar)	_____ _____ _____	_____ _____ _____

TOTAL \$ _____

I agree that the Lincoln Owners' Club and Meet Committee shall not be held responsible for any liability I may incur during the 1983 National Meet.

ENTRANT'S SIGNATURE _____

Make checks payable to LINCOLN OWNERS' CLUB and mail to:

LINCOLN OWNERS' CLUB
 821 W. Chicago St.
 Algonquin, IL 60102



TECHNICALLY SPEAKING

EDITORS NOTE: *Phil Gansz, at my request submitted the following three articles. I think they are interesting and informative and that you will enjoy reading them.*

Model "L" Spark Plugs

In reading the Lincoln Service Bulletins, I noticed in 1927 the spark plugs shown were longer than the C-4 always thought correct for all "L" models. Being a Model "A" Ford owner for over 25 years, I recognized the longer plug to be like the 3 X Champion plugs available from almost any Model "A" parts dealer. I installed a set in my 3 1/2" Bore engine with new plug performance and the original brass top authentic look.

Don't try the 3-X's in a 3 3/8 bore engine unless it has later model heads.

"L" Gas Tank Problems

I have a 1929 which stood for 29 years with 10 gallons of gas in it. It had unbelievable varnish and rust in the tank. Redi-strip did an excellent job of cleaning but left 6 pin hole leaks. I soldered 5, and Hirschs' sealer did the rest. I used 2 quarts and two coats. Take out the sending unit or gauge. I found after pouring sealer in filler and rotating end over end and around, only one drain emptied. I then blocked the dry center tube in the drain hold and poured sealer around it and rotated to cover the reserve compartment not originally filled by pouring in the filler.

Putting Late Model Production Pistons In An "L" Engine

I had a set of "L" cylinders which were .015 over with a second rebore to 3.410 using 1933 - 1941 De Soto Chrysler pistons. It needed another rebore and cleaned up at 3.4375 enabling me to use 1941 - 1968 Dodge truck pistons. Alterations required were bushing the rods undersize to use standard Mopar piston pins to fit the pistons and machining the inside of the pistons about 1/16" on each side of the piston pin hole to accommodate the Lincoln rods. I had this work done by Triangle Machine in Chicago for about \$450.00 including boring, honing, bushings, pistons and rings and pins.

The Adventures of Reckless Rose

Reckless Rose, with sudden swerve
Turned a tricky hairpin curve;
Struck a gatepost—and, you bet,
Rose felt awfully upset!

Rosy saw a headlight glisten,
Wouldn't stop or look or listen.
Couldn't work the brake releases—
Reckless Rose went all to pieces!

Reckless Rosy drove with zip,
Going at a dizzy clip;
When she met a flock of sheep,
They were struck all of a heap!

Reckless Rosy wouldn't stop
When she saw the Traffic Cop;
"Fifty Dollars, I impose!"
"That is fine!" said Reckless Rose.

Reckless Rose, without much fuss,
Ran into a Motor Bus;
"Pleased to meet you," Rosy said,
But the rude Bus cut her dead!

Rosy, pinned beneath the wreck,
Felt the mudguard 'round her neck;
Pushed the engine off her face,
Said, "I feel quite out of place!"

—Carolyn Wells

LINCOLN Twelve 1934

Model A — V-12 (136" Wheelbase)
Serial Numbers KA-1501 and up**

A. E. A. TUNE-UP SYSTEM

Standards—of Adjustment

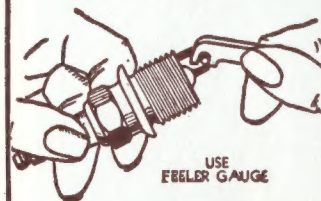
Automotive Electric Association

Issued January, 1935

Form No. LI-8

IGNITION

SPARK PLUGS

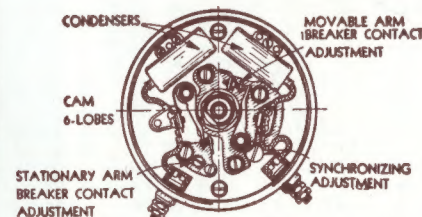


Size $\frac{1}{8}$ " S.A.E. Gap .022"
Original Equipment
Champion No. 7
Consult Champion
Operating Range
Chart*

Distributor



Auto-Lite
No. IGM-4002
IGM-4002A
Firing Order
1L-2R-5L-4R
3L-1R-6L-5R
2L-3R-4L-6R



Breaker Contact Gap—.020" Exact (Both breakers alike)
Synchronization—(See Reverse Side)**
Condenser—Part No. IG-2671A, E Capacity—.20 to .25. Mfd.
Rotation—Counterclockwise (viewed from top of distributor)
Manual Advance—10° (Distributor) Panel button control
Automatic Advance—Semi-Automatic—See Reverse Side
(Maximum advance in distributor degrees at distributor R. P. M.)

Breaker-Arm Spring

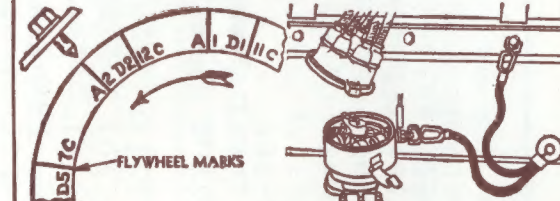


COIL



Auto-Lite
No. CE-4001 L
Two Coils Used.
Coils mounted on
dash. Oakes "Her-
shey" co-incident
ignition switch and
steering post lock.

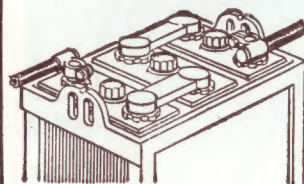
IGNITION TIMING



Synchronize—Use rotary spark gap.
Use Timing Lamp—Stationary contacts to open
7° (.020" piston travel) before top dead center
(for cylinder 1R), when mark A-2 on fly-
wheel is in line with pointer on flywheel hous-
ing. These contacts control right hand coil
and fire right bank of cylinders.

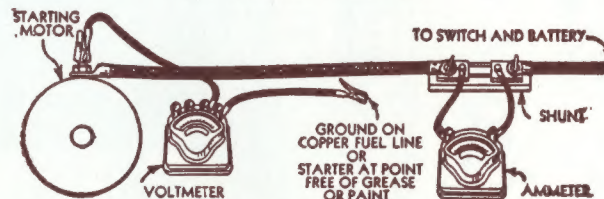
STARTING & LIGHTING

BATTERY



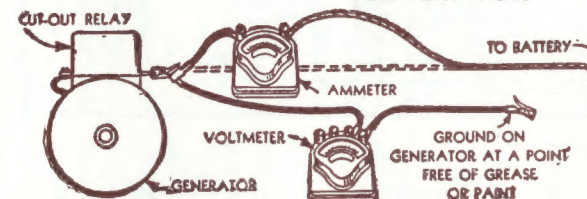
EXIDE—Type X-21L
Capacity—147 Amp. Hour.
(20 hr. rate)
Location—On right hand
side under floor boards.
Ground—Negative terminal
grounded.

STARTING MOTOR



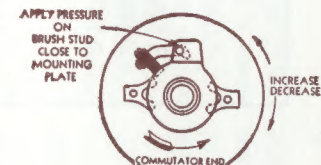
AUTO-LITE No. MAO-4003
Drive—Bendix Part No. EB-88
Free Running Speed—(With Bendix)
2700 (Min.) R.P.M. 44 (Max.) Amps. 5.5 Volts.
Lock Torque (Stalled)—48.0 Ft. Lbs. 975 Amps. 4.0 Volts.

GENERATOR



AUTO-LITE No. GBC-4101
Maximum Generator Output:
Hot—17.2 Amps. 8.0 Volts,
Cold—20 to 22 Amps. 8.0 Volts,
Cut-Out Relay—Part No. CB-4014-B
Closes at 7 to 9 Volts; at 425 R.P.M. (Gen.) Opens at .5 to 2.5 Amp. discharge.
Brush Spring Tension—22 to 27 oz. (all brushes).

Third Brush Adjustment



Rotation—Clockwise (viewing drive end)
Regulation—Third Brush (no thermostat)
at 1400 } R.P.M. of { These readings taken at gen-
at 1225 } Generator { erator. Readings at amme-
meter on dash will be approxi-
mately 4 amperes lower.

VALVES

CLEARANCE

Top Dead
Center Mark
DC 1-11

Engine Cold

Intake—.003"
Exhaust—.005"

Lash Valves at top dead
center mark as indi-
cated by flywheel
marks.

TIMING

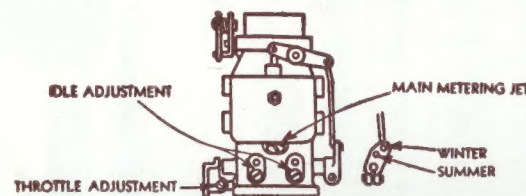
INLET VALVES

Open—21° before top
dead center.
Close—49° after top
dead center.

EXHAUST VALVES

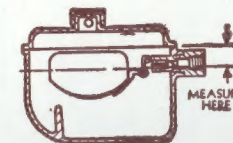
Open—57° before top
dead center.
Close—11° after top
dead center.

CARBURETION



STROMBERG—Model EE-22 (No. A-17762) TYPE—Dual Downdraft
Idle Adjustment—Adjust for smooth running—1 barrel at a time.
OUT: To make richer.
Fixed Jets—Main Metering Jet—Size .057" (Part No. P-17004)
By-pass Jet—No. 53 (Part No. P-19481)
Seasonal Adjustment—For winter driving, set pump link in hole
on long radius. For hot weather driving, set link in hole on
short radius.

FUEL LEVEL



Fuel Level— $\frac{9}{16}$ " be-
low surface of float
chamber at: Fuel
Pump Pressure—3 lb.

COOLING, FUEL & OIL SUPPLY

Cooling System—

Capacity—32 Qts. (U. S. Meas.)
Radiator Flow— Gals. (U.S.) per min.
Thermostat—Yes
Temperature Gauge—King-Seeley

Crankcase—Capacity 10 Qts. (U.S. Meas.)

Fuel Feed—Fuel and Vacuum Pump: AC
(Type I) No. 1521218

Air Cleaner—AC Oil-Wetted*
(with silencer) No. 1525213

Gasoline Gauge—King-Seeley

Oil Level Gauge—

Oil Filter—

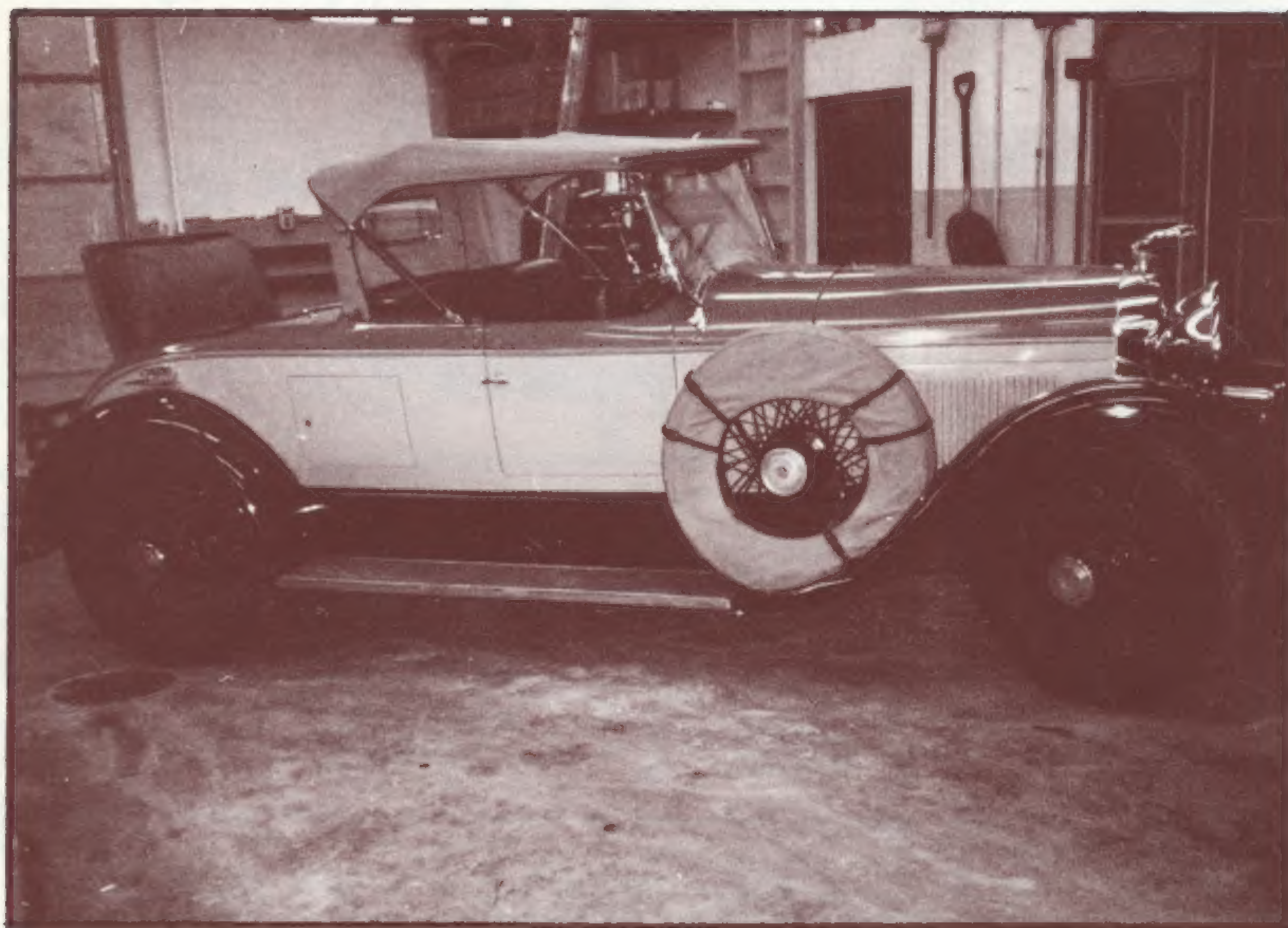
Ammeter—

Speedometer—Waltham No. 20-L

Vacuum-Operated Devices:

Windshield Wiper—Trico

Service Motor (Closed Models) No. RSL-505



FOR SALE:

1926 ROADSTER Original Leather Upholstery. Mechanically good engine done. Bids over \$30,000.00 Accepted
 WAUCONDA AUTO ANTIQUES
 821 W. Chicago St.
 Algonquin, IL 60102
 312-658-4588

(A donation Of \$20.00 was made to the L.O.C. for publishing this photo, Ken Pearson - Editor).

RESTORATION FILM AVAILABLE

White Post Restorations, the well known facility located about 50 miles west of Washington, DC, have a 12 minute film showing cars before, during and after restoration by their staff. It is available on loan to clubs in 16mm film, and both VHS and BETA videotape. If interested in borrowing it, free of charge, for one of your club's meetings, write or call:

WHITE POST RESTORATIONS
 White Post, Virginia 22663
 703-837-1140

They also distribute a color brochure. Just advise how many you would like, and the type film and showing date.

OFFICIAL L.O.C. GOLF SHIRT

\$ 15.00 POSTAGE PAID

PALE YELLOW

**50% Cotton
 50% Polyester**

SIZE: small, medium, large + X-large

Pullover 4 button V neck with collar and shirt pocket LINCOLN OWNERS CLUB emblem over pocket with printed inscription LINCOLN OWNERS CLUB.

MAKE CHECKS PAYABLE TO:

RICK ZOBELEIN

L.O.C. WEST
 2510 ALAMEDA
 SAN MATEO, CA 94403

WOMENS SHIRT AVAILABLE IF ENOUGH INQUIRIES RECEIVED.



**LINCOLN
 OWNERS' CLUB**

THEY are just like heroines, only more so—the automobiles of the movies. They are pursued by other villain automobiles and while the heroine must be spared the fate worse than death, the faithful motor plunges into the bottomless chasm, flings itself impotently at the onrushing mogul of the transcontinental limited and allows itself to be done to death variously and with variations.

And take it from the G. M. (general manager, usually in capitals) of one of the largest studios east of Hollywood, the automobile of the film is done to death:

"Do we run good cars over cliffs and drive them into the raging torrent where the bridge was washed out the night that Effie died? I'll say we do and we have to ruin late models, too.

"The public is too motor wise these days to thrill over the wreck of a pre-war relic. It takes a 1924 model to get a gasp out of them. It is plain that we must wreck something that impresses the audience with its intrinsic value to stir up that primitive joy of destruction. How often people hold up the late Emperor Nero as a subject for horror and even bewilderment, simply because he got a kick out of the burning of Rome. But what a thrill this very generation has derived from seeing the film version of Nero's violin recital—they thrilled to a very small scale second-hand reproduction of tremendous destruction.

"If Nero had gotten the same thrill out of the ruin of a movie set worth a few thousand, he would have had apoplexy watching the flames sweeping the City of Seven Hills. I'm not excusing Nero, just explaining why audiences delight in seeing beautiful, costly motor cars rended limb from limb or blasted into the limbo of the street sweeper's refuse can."

In the early days of the movies, when thrift seemed rather closely connected with the first unsteady steps of the infant industry, willful damage of expensive properties was avoided by substituting dummies. The automobile was shown approaching the cliff at terrific speed, but it stopped on the brink and swapped places with most anything with four wheels and a radiator and hood that might be handy. In shooting the climatic leap at long range, the effect was oftentimes perfect, but modern movie fans are suspicious of the tricks of the trade and resent them. They demand closeups of the faithful juggernaut doing its stuff. The model of a head lamp means more to film followers today than the beading



Kenneth Harlan finds this Lincoln Coupe a strong rival for Marie Prevost's affection

Putting the Move in Movies

not to know how a properly behaved automobile should act on a rough road or sharp turn at varying speeds. One well-known scene, however, is shot at slow speed out of respect to human life and the cash value of hard-working stars. When dauntless Dora in her low-hung speedster beats Number Eight to the crossing by a tail-lamp, the actual track crossing is done at low speed ahead of an equally slowly moving locomotive; but up to the point of crossing, the speed is real.

And what of the reckless Raymonds and fearless Fannies of the set? Do they speed? The G. M. answers quickly and emphatically that they do not.

"The stars take chances enough before the camera. When they tool their colorful equipages along the public highways, they might often be pointed out as object lessons for some of the tired business men.

Of course there are exceptions. But every time an actor is pinched for speeding the news travels like a declaration of war. It's on every front page from Miami to Puyallup and Quebec to Tia Juana. Just imagine that we became similarly excited every time a plumber or an Elk, a school teacher or a shoe clerk was handed a ticket! How long do you suppose it would be before all the luncheon clubs would adopt resolutions declaring that something ought to be done about plumbers, or Elks, or school teachers, or shoe clerks, as the case might be?

"Come to think of it," added the G. M., "I don't hardly know how we'd make movies without the automobile. We couldn't even film Washington-Crossing-the-Delaware without one, or several—we'd need at least one car to bring the General to location.

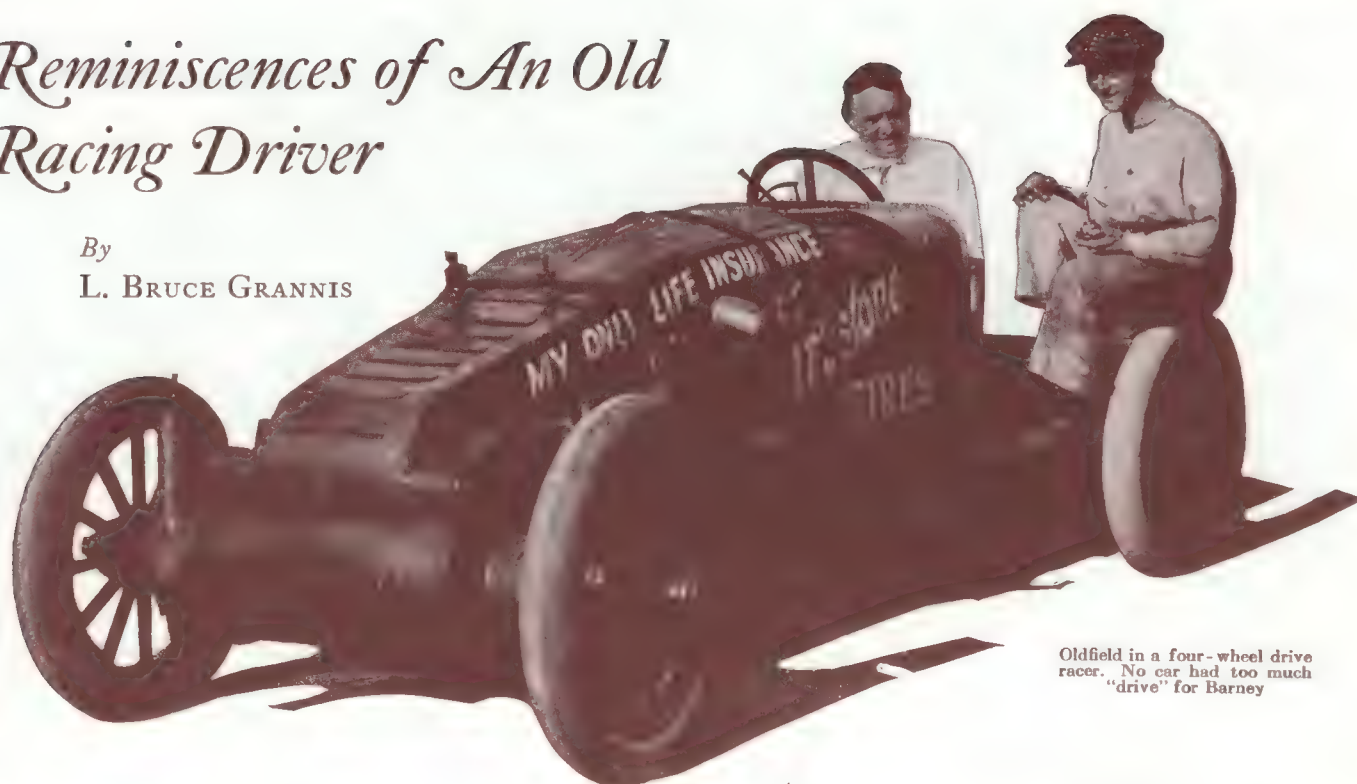
"Offhand, I'd say, that next to the actors themselves, there's nothing that makes the movie move quite so much as the auto—on the set and off."

on fair Vivian's lash. "It's a lot cheaper," explained a famous director, "to film the wreck of Lord Luvvis' million-dollar steam yacht, than a collision between the Twentieth Century Limited and the Egg Emperor's 'steen-cylinder limousine. A perfectly satisfactory shipwreck may be shot at long range, but the audience wants to see the silver door-handles as they pop off the ruined limousine like the buttons off a fat man's vest."

Nor is speed faked on the screen. When an automobile appears to be making 50 or a 100 miles an hour or so, it's doing just about that. The public has driven cars too long

Reminiscences of An Old Racing Driver

By
L. BRUCE GRANNIS



Oldfield in a four-wheel drive racer. No car had too much "drive" for Barney

LOOKING back over the "old" racing days—1909 on—and recalling some of the nervy stunts pulled by drivers and mechanics, it strikes me that present day speed demons will have to go some to beat 'em.

There was the time, for instance, in the Crown Point Road Race for the Cobe Trophy, when Gil Anderson, mechanic on a Marion Bob Cat, crawled out along side of the hood and holding on to the hood strap with one hand, held a loose carburetor in place for twenty-four miles.

And that reminds me of the time that Charlie Merz' car caught fire at Indianapolis. With flames streaming from each side of the hood, the mechanic crawled out on the hood and sprawling there like a huge, brown beetle, sprayed fire extinguisher back through the radiator. He couldn't put the fire out and Merz shut off the power and coasted in, finishing third.

Another time, an old Shacct car threw a tire and turning sideways spilled the driver on the track in front of the grandstand, where he lay unconscious. Harry Knight coming fast in a four-wheel drive Wescott, had the poor choice of swinging to the left and crashing several other cars or trying to pass through the narrow space between the prone man and the grandstand. He tried the latter and smashed into the stand with terrific impact, tearing down a whole section of seats. No one was killed. Lady Luck was certainly riding with Harry that day.

The little racing whiffets of today look strange along side of the two-ton boats that were popular back in 1909. Motors were from 90 to 120 horsepower and, had we been permitted, we would have built 'em larger. Since it has been estimated that a 1500-pound racing car travelling at ninety miles an hour, exerts a peak pressure of about eight and one-half tons on the turns at Indianapolis, you can imagine what the pressure was with the two-ton cars at seventy-five.

There were no cord tires those days. The best tire we had was an imported fabric. It seems to me that improvements in tires are as marvelous as those made in cars. It was common to burn the tread off entirely on the outside wheels in the first fifty miles. Lack of cable in the base caused the tread to come off in huge chunks. They were all clinchers, yet we used to change them in eighty-five seconds.

There were no regulations regarding smoke in the old days, and you can imagine the result of an overdose of oil shot into the motor just as some nervy contestant tried to pass the car ahead. A shower of hot oil and smoke at close range was frequently deadly in its results. It's a good thing the rules have been changed to eliminate this practise.

Funny things used to happen too, like the day Will Rader forgot to tighten the body clamps to the chassis. His car had been having carburetor trouble and was balky. Will dropped back into second speed and stepped hard on the gas. As the car shot forward it hit a bump and Will went up in the air about two feet; the body catapulted out from under him and left Will standing on the pedals, clutching the wheel in a death-like grip.

We had another good laugh the day a colored boy dumped a big can of water instead of gas into the tank of Bennie Hill's car. Bennie made about a half lap on what gas was in the feed line and carburetor. Then his motor went dead. Bennie quickly discovered what was wrong and grabbing a wrench started back toward the pit cussing at every jump. The colored boy had discovered his mistake about the same time. When he saw Bennie coming, he put his legs into "high" and started south. If there had been anyone to hold a stop watch on him, I think they would have found a new speed record had been made.

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

Parts Wanted

1931 Engine splash pans, Radiator splash pan, Headlight shell, Tail-light or parts, Trim pieces around hood latches, Gas cap, Horns or parts, Distributor cap, inside sun visors or pieces, Rings and levers for center of steering wheel. Will buy or trade 20" wire wheel and hubcap, 1932 KB dash insert, or other parts I have. Howard Eggenberger, 256 Glade Street, Elmhurst, ILL 60126

Need the following back issues of the "Fork & Blade": March-April 1971; Jan-Feb 1972; Nov-Dec 1972; May-June 1974; July-Aug 1974 and all issues prior to Nov-Dec 1970. Please send price and condition of issue to Robert Sohl, 1101 Martin Rd., Santa Cruz, CA 95060

I need a right rear Buffalo wheel hub to fit a 1927 rear axle, with or without a brake drum. Contact Steve Lehto, 857 Sydnor Drive, Campbell, CA 95008 408-371-5392 weekday evenings or weekends all day.

1938 K Two complete tail lights without support arms. Two hub caps, both for 1938 K Model. Bob Doepke, 1228 Edwards Rd. Cincinnati, Ohio 45208 513-321-5181 .

For Sale

1930 L 1930 Lincoln Dual Cowl Phaeton, Lincoln body, recent full restoration. 3.77 rear end. Have both downdraft and updraft manifolds. CCCA senior car. \$78,000.00
Parts Have limited supply of "L" downdraft manifolds \$325.00 R. Belf 4805 N. Adams Rd. Bloomfield Hills, MI 48013 313-647-2131.

For Sale Continued....

- 1932-1933 Lincoln KB V12 3 1/4 Bore "New Old Stock" copper headgaskets just acquired these \$225.00 pair, Have 2 pair only. The remake of these has been cancelled due to no response!
- 1933-1939 Lincoln V-12 headgaskets "New Old Stock" \$110.00 pair in steel and asbestos correct for aluminum on steel heads, limited supply.
- 1920-1922 Lincoln V8 N.O.S. copper headgaskets \$79.95 pair, will also work correctly on 1922-1927. postage \$6.00 3rd class or \$11.00 air mail speed. Personal checks welcome, THANK YOU ! Michael A. Lynch, 18 Hastings Ave., Toronto, Ontario, Canada M4L-2L2 phone 416-466-6775 nites 7-11 only E.S.T.
- Parts 1925-30 L adjustable brake & clutch pedals & floorboards. Accessory pull cord cigar lighter for dashboard, N.O.S. \$50.00. "L" Lincoln smoking set vanity case, mint, with ash receptacle and lighter. \$50.00. 1924 rear axle housing, axles, brakes, drive-shaft torque tube, radius rods, (all except rear end gear mount) \$150.00. 1924 front axle with good king pine \$25.00. Two rear L wood wheels 700 x 21" including 2 nice hubcaps and new brake drums for 1925 - 26 Lincoln \$50.00 each wheel (no rims). Two front L wood wheels 700 x 21" (no rims) complete with lugs and good hubcaps \$25.00/ea. 1925-30 era L gastank \$25.00 or offer. Two 1927 front Buffalo wheel hubs (can work on 1925-26 also) \$75.00/each no brake drums on these hubs. Other "L" parts for sale also. Let me know. Contact Steve Lehto. 857 Sydnor Dr. Campbell, CA 95008 408-371-5392 weekday evenings or weekends all day.
- Parts 1931 K & 1932 KA parts: Oil filler pipe with threaded cap \$25.00. Pair L&R ignition wire tubes with covers \$125.00. "L" parts: model O-3 carburetor \$55.00; 1927-30 Air cleaner without "propeller" \$25.00. Robert Sohl, 1101 Martin Rd., Santa Cruz, CA 95060 408-423-2907.

URGENTLY NEEDED:

ARTICLES OF ANY LENGTH 50 WORDS TO 25,000
WORDS ON ITEMS OF INTEREST TO THE MEMBERS, THE
EDITOR.

LINCOLN OWNERS CLUB

1983

National Meet

TO BE HELD IN

PITTSBURGH, PENNSYLVANIA

Station Square

August 26, & 27th

Motel Accomodations

The Sheraton at Station Square

Carson & Smithfield St.

Pittsburgh, PA 15219

FOR ADDITIONAL INFORMATION ON 1983 L.O.C. MEET
PHONE OR WRITE:

KIM GOTTWALD
C/O WAUCONDA TOOL & ENGINEERING CO., INC.
821 W. CHICAGO ST.
ALGONQUIN, ILLINOIS 60102

312-658-4588
DAYS

MASTERPIECES



The Arc de Triomphe rising 162 feet at the head of the Champs Elysées, Paris; begun by Napoleon in 1806; one of the architectural masterpieces of the world.

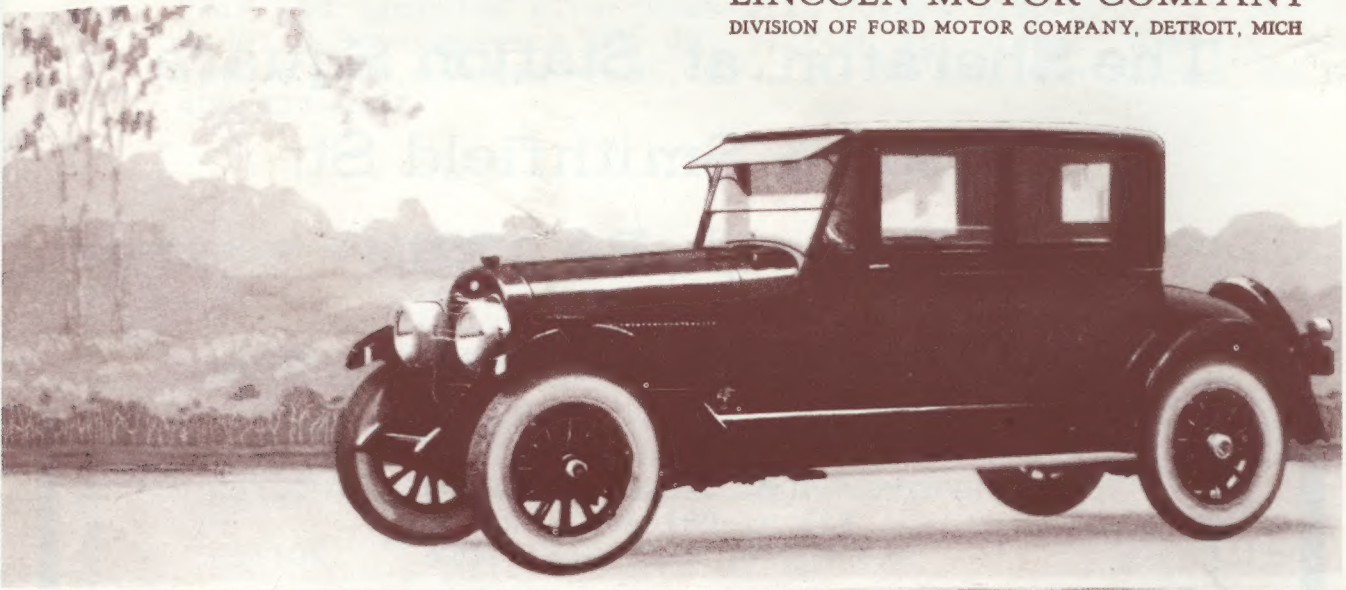
Striving to satisfy completely some deep-felt need of his fellow men, the architect has occasionally wedded beauty of line so intimately to useful function that his work stands a masterpiece of the builder's art.

These architectural achievements find their automotive counterpart in the Lincoln. In a comprehensive and fundamental way, this is a useful car. It dispatches every function of the automobile with a brilliance gratifying to the most exacting motorist.

And its beauty is so notable that it becomes, in reality, a factor in utility. The inseparable blending of the two makes the Lincoln an authentic masterpiece.

LINCOLN MOTOR COMPANY

DIVISION OF FORD MOTOR COMPANY, DETROIT, MICH



LINCOLN